

CHAPTER 9000

AREA PLANNING DOCUMENTATION

Northwest Area Contingency Plan

Chapter 9000 Table of Contents

9000	AREA PLANNING DOCUMENTATION	9-5
9100	RRT & Area Committee Membership.....	9-5
9110	RRT & Co-Chairs.....	9-5
9111	On-Scene Coordinators (OSCs).....	9-5
9112	Federal Representatives	9-6
9113	State Representatives	9-12
9114	Associated Membership	9-13
9120	Area Committee Organization	9-15
9121	Area Committee Members	9-15
9122	Steering Committee	9-16
9123	Workgroups.....	9-16
9123.1	Joint Information Center.....	9-16
9123.2	Equipment & Resources.....	9-16
9123.3	Incident Command System (ICS)	9-16
9123.4	In-Situ Burn.....	9-17
9123.5	Communications.....	9-17
9123.6	Exercise.....	9-17
9123.7	Hazardous Materials.....	9-17
9123.8	Geographic Response Plans.....	9-17
9123.9	Marine Firefighting	9-17
9123.10	Shoreline Countermeasures.....	9-18
9200	Plan Review & Process.....	9-18
9210	Plan Implementation.....	9-18
9220	Exercises.....	9-18
9221	Exercise Scheduling.....	9-19
9222	Exercise Evaluation	9-19
9223	Exercise Workgroup	9-19
9224	Exercise Debriefing	9-19
9230	Revision/Update Requirements.....	9-20
9231	Plan Review/Update Procedures.....	9-20
9300	Planning Assumptions - Background Information	9-21
9400	Spill & Discharge History	9-21
9500	Scenarios.....	9-21
9510	General.....	9-21
9520	Worst-Case Discharge	9-21
9521	Historical Spill Considerations.....	9-22
9522	Hazard Assessment.....	9-22

Northwest Area Contingency Plan

9523	Risk Assessment.....	9-23
9524	Worst-Case Scenario 1	9-24
9524.1	Situation.....	9-24
9524.2	Key Assumptions.....	9-25
9524.3	Initial Actions.....	9-25
9524.4	Response Organization.....	9-26
9524.5	Strategies.....	9-26
9524.6	Resources and Shortfalls.....	9-26
9524.7	Disposal Options.....	9-27
9524.8	Time to Clean Up.....	9-27
9530	Maximum Most Probable Scenario for the Coastal Area (to be developed)	9-27
9540	Most Probable Discharge Scenarios for the Coastal Area	9-27
9541	Historical Spill Considerations	9-27
9542	Hazard Assessment.....	9-27
9543	Vulnerability Analysis.....	9-28
9544	Risk Assessment.....	9-28
9550	Seasonal Considerations.....	9-28
9560	Most Probable Case Scenario 1	9-28
9561	Situation.....	9-28
9562	Key Assumptions.....	9-29
9563	Initial Actions.....	9-29
9564	Response Organization.....	9-30
9565	Strategies.....	9-30
9566	Resources and Shortfalls.....	9-30
9567	Disposal Options.....	9-30
9568	Time to Clean Up.....	9-30
9570	Most Probable Case Scenario 2	9-30
9571	Situation.....	9-30
9572	Key Assumptions.....	9-31
9573	Initial Actions.....	9-31
9574	Response Organization.....	9-32
9575	Strategies.....	9-32
9576	Resources and Shortfalls.....	9-32
9577	Disposal Options.....	9-32
9578	Time to Clean Up.....	9-32
9580	Worst-Case Scenario for Inland Area.....	9-32
9590	Maximum Most Probable Scenarios for Inland Area.....	9-33
9591	Maximum Most Probable Scenarios for Columbia River Bonneville Dam to the Dalles Dam.....	9-33
9592	Maximum Most Probable Scenarios for Columbia River The Dalles Dam to John Day Dam.....	9-33
9593	Maximum Most Probable Scenarios for Columbia River John Day Dam to McNary Dam	9-33
9594	Maximum Most Probable Scenarios for Columbia River McNary Dam to the Tri-Cities Area.....	9-34

Northwest Area Contingency Plan

9600	Manuals and Guidelines Created by NWACP Workgroups	9-34
9610	Joint Information Center Manual.....	9-35
9620	Washington State Disposal Guidelines.....	9-36
9630	In-Situ Burning Policy.....	9-37
9640	Northwest Area Shoreline Countermeasures Manual & Matrices.....	9-38
9650	Communications Manual.....	9-39
9660	Health and Safety Manual.....	9-40
9700	General Information on Potential Discharge Sources.....	9-41
9800	Memorandum of Agreement Between Participating Agencies	9-41
9900	Support & Reference Resources	9-41
9910	Glossary.....	9-41
9911	Acronyms and Abbreviations.....	9-49
9920	Conversion Tables.....	9-54
9930	Sample Communications	9-54
9931	Forms.....	9-54
9932	Notices.....	9-54
9933	Letters.....	9-54
9934	Plans.....	9-54
9935	Reports.....	9-54
9940	Bibliography and Additional Resource Documents.....	9-54
9941	Canada-United States Joint Marine Pollution Contingency Plans (CANUS).....	9-54
9941.1	CANUS/OPS.....	9-54
9941.2	CANUS/WEST.....	9-54
9942.3	CANUS/PAC.....	9-54
9942	North American Emergency Response Guide Book	9-54
9950	Recommended ICS Forms.....	9-54

Northwest Area Contingency Plan

9000 AREA PLANNING DOCUMENTATION

9100 RRT & Area Committee Membership

The Northwest Area Committee is a consolidated body made up of federal and state representatives with jurisdiction in Washington, Oregon, and Idaho. While each area committee retains jurisdiction over and legal responsibility for its area, the Northwest Area Committee meets and functions as a unified organization addressing spill preparedness and planning in the Pacific Northwest. The Northwest Area Committee solicits advice, guidance, or expertise from all appropriate sources and establishes workgroups as necessary to accomplish preparedness and planning tasks. The Northwest Area Committee directs development and maintenance of the Area Contingency Plan.

9110 RRT Co-Chairs

U.S. Environmental Protection Agency
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When the RRT is activated for response actions, the chair shall be the member agency providing the OSC/RPM in accordance with 40 CFR 300.115(c).

9111 On-Scene Coordinators (OSCs):

Response operations dealing with emergencies involving discharges of oil or hazardous substances requiring a Federal lead, will be carried out by predesignated On-Scene-Coordinators, as identified below:

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Seattle, WA

Bill Longston
Carl Kitz
Beth Sheldrake
Mike Sibley
Thor Cutler
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Northwest Area Contingency Plan

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9120 Area Committee Organization

The Northwest Area Committee is jointly chaired by the Captains of the Port (COTP) for Puget Sound and Portland and a Regional EPA designate. Washington, Oregon, and Idaho lead response agency representatives serve as co-vice chairs. Members have voice and vote at all Area Committee proceedings. Robert's Rules of Order govern all meetings. Motions will be carried by a simple majority of votes cast by member agencies but most decisions are arrived at by consensus. The Area Committee meets as determined by the membership but at least semiannually. Workgroups meet as necessary. The Area Committee does not constitute a formal Federal Advisory Committee; therefore each agency is responsible for funding its own participation.

9121 Area Committee Members

The Northwest Area Committee includes member-representatives from the following:

Coast Guard Marine Safety Office Puget Sound
Coast Guard Marine Safety Office Portland
Environmental Protection Agency Region Ten
Washington Department of Ecology
Oregon Department of Environmental Quality
Idaho State Emergency Response Commission
National Park Service
Department of the Interior
Department of the Navy
Federal Emergency Management Agency

Northwest Area Contingency Plan

Participation at Northwest Area Committee meetings includes tribal representatives, public, and other members of the spill response community.

9122 Steering Committee

The steering committee, made up of planners from member agencies recommends information to be included in and drafts the ACP. It coordinates research, collects and assembles data, and revises the ACP. The steering group also oversees the overall process, schedules meetings, develops agendas and oversees all workgroups.

9123 Workgroups

Workgroups are established as needed to address specific subjects, unique problems, etc. Membership on these workgroups may include representatives from industry, environmental groups, cleanup contractors, and other interested parties. Workgroups may include facility owners/operators, shipping company representatives, cleanup contractors, emergency response officials, marine pilots associations, academia, environmental groups, consultants, response organizations, and concerned citizens. Local community members may be a valuable source of information for workgroups regarding local knowledge of resources, oceanographic, weather and logistical problems.

9123.1 Joint Information Center

This group provides a forum for the spill response community to discuss issues relating to public affairs and press coverage in advance of a response. Among the issues the group addresses are use of a Joint Information Center (JIC), review and approval of press releases and coordination of contacts with the press and electronic media. This group developed the Information Officer Section of this plan (Section 2220).

9123.2 Equipment and Resources

This workgroup assembles information about response equipment owned by public and private entities in the Area and retains that information in a database. The workgroup developed the Equipment Resources Section located in Section 5511 of this plan.

9123.3 Incident Command System (ICS)

This workgroup reviews traditional incident command system structures in light of unified command principles and determines modifications appropriate to oil and hazardous materials responses. The workgroup makes recommendations on how ICS will be used during a spill/incident in the area. The workgroup establishes criteria for determining suitability of command post locations for a response. The workgroup reviews potential sites, develops floor plans for ICS Sections and develops memoranda

Northwest Area Contingency Plan

of understanding between facility owners and Area Committee agencies. This workgroup developed the ICS material in this plan (located in Chapter 2000).

9123.4 In-Situ Burn

This workgroup analyzes the information available about the health and environmental effects of in-situ burning and evaluates the risks and tradeoffs (see Section 4600).

9123.5 Communications

This workgroup conducts surveys of communications capabilities and equipment in the area. It identifies gaps in radio and telephone coverage, coordinates frequency management and allocation, and addresses other technical issues such as how to communicate across different frequencies during a response. It is also responsible for developing interagency agreements and memoranda of understanding on communications-related issues. (See Section 5300)

9123.6 Exercise

This workgroup was formed for the purpose of encouraging consistency among agency exercise evaluation programs; developing and distributing a calendar where agencies, facilities, and vessels can announce planned drills and exercises; and determining how information gathered from exercises and evaluations of actual responses can be used to update existing GRP and ACP information. See Section 9200 for additional information.

9123.7 Hazardous Materials

This Workgroup evaluates responses to hazardous substance releases and makes recommendations for inclusion in the Area Contingency Plan. (See section 7000)

9123.8 Geographic Response Plans

This workgroup coordinates the production, maintenance and format of geographic response plans for Oregon, Washington and Idaho. The workgroup strives to achieve similarity among GRPs to ensure rapid implementation (first 24 hour response strategies) in the event of an oil spill in specific geographic locations. This workgroup also considers the issues regarding National Historic Preservation and Endangered Species. The workgroup is to provide documentation and procedures to protect their ecological and cultural integrity for the benefit of current and future generations.

9123.9 Marine Firefighting

This workgroup establishes a process whereby marine firefighting concerns can be addressed by representatives from the U.S. Coast Guard, Washington State

Northwest Area Contingency Plan

Department of Ecology, local fire departments and other interested agencies. The workgroup will explore the issues of funding, training, liability, MOA's between agencies and other pertinent issues.

9123.10 Shoreline Countermeasures

This workgroup was developed to assess the need for shoreline cleanup; select the most appropriate cleanup method; determine priorities for shoreline cleanup; document the spatial oil distribution over time and maintain internally consistent historical records of shoreline oil distribution.

9200 Plan Review and Process

9210 Plan Implementation

Agencies signatory to this plan must participate in a training process to ensure familiarity with its contents. Other participating agencies are encouraged to use this plan in all response training. Signatory agencies agree to establish an annual training program within their agencies to ensure that all parties:

- Understand and are fully aware of their respective roles and responsibilities.
- Understand their role in the Unified Command System (UCS).
- Understand how their agency coordinates and communicates with other parties and agencies.
- Understand what and where their assignments will be at a spill scene
- Understand the overall level of commitment their agency is to devote to spill response operations
- Understand how they will be notified and when to respond to such notification.

Agency spill responders and key personnel are required to read this plan on an annual basis. Each agency is responsible for regular review of this document. The use of open- and closed-book examinations for training purposes is encouraged.

9220 Exercises

The Federal and state agencies signatory to the Northwest Area Contingency Plan agree to adopt exercise policy consistent with the national guidance on exercise known as the National Preparedness for Response Exercise Program (PREP). The PREP guidance calls for four frequencies of exercises: quarterly, semi-annually, annually, and triennially, depending on the group holding the exercise. Government and industry will hold exercises, each initiating them according to the recommended PREP frequency. The very large, triennial exercises will be scheduled through the National Strike Force Coordination Center (NSFCC). Note that the triennial exercises are scheduled based on Federal jurisdiction. Therefore for the Northwest Area, triennial exercises may be scheduled such that one takes place each year since there are three Federal

Northwest Area Contingency Plan

jurisdictions. However, exercise scheduling will be coordinated to involve multiple jurisdictions whenever possible.

Typically, the groups holding exercises under PREP include oil handling facilities, tank vessels, pipeline, and Federal agencies such as the Coast Guard and EPA. Individual states are expected to tailor the PREP guidance to suit state needs and priorities without altering their approach to the point of inconsistency with the Federal program. For example, the Washington State Department of Ecology will require annual exercises of its oil handling facilities, but this required annual drill will be the same one which meets the Federal requirement. The only difference is that Ecology will likely attend and evaluate the drill while the Federal agencies will see the annual exercise as “self-evaluated” under the PREP approach.

9221 Exercise Scheduling

Exercise scheduling is vital to the success of a national and regional program. Large sums of money and time are involved, particularly for large exercises. Coordinated scheduling allows key players to be available and budgets to be planned. Exercises will be scheduled in two ways depending on their frequency. Large triennial or “Area” exercises as PREP calls them will be scheduled through the National Strike Force Coordination Center in coordination with regional agencies and industry. Smaller annual drills will be scheduled through a clearinghouse working within the Northwest Area Committee. This scheduling function is a task of the Exercise Workgroup.

9222 Exercise Evaluation

PREP sees exercise evaluation as “self evaluation”. Federal agencies will likely not evaluate exercises smaller than the triennial “Area” drills, but may attend a sampling of those given. States may attend and evaluate more exercises depending on their staff workloads. Criteria by which Area drills will be evaluated will be established by the NSFCC. Evaluation criteria for smaller, annual drills will be developed by the Exercise Workgroup under the Northwest Area Committee.

9223 Exercise Workgroup

The Exercise Workgroup was chartered in 1994. It is tasked with establishing uniform criteria for response exercises conducted in the Area. Additionally, the group also addresses coordination of exercise scheduling, and promotes the use of Geographic Response Plans during exercises. Workgroup products will be incorporated in an update to this plan.

9224 Exercise Debriefing

Following spill exercises, debriefing sessions are frequently conducted to include all relevant Federal and state personnel. Any other interested personnel from other than

Northwest Area Contingency Plan

primary response agencies, local responders, and contractors may also be invited to participate in the debrief. Debriefs are driven by original exercise objectives. The debrief may include, but is not be limited to:

- Notification
- Action Plans
- Evaluation and initiation of action
- Investigation
- Operations
- Communication
- Natural resource protection
- Wildlife rescue and rehabilitation
- Site security/traffic control
- Safety
- Public Affairs
- Funding/contracting
- Disposal
- Dispersant use issues
- Conflicts
- ICS

Necessary records of each exercise should be kept for three years. These records shall include dates, personnel present/participating in ICS positions, and a summary of the exercise to be made available to all participants and the public at large. These reports will be used to update this plan.

9230 Revision/Update Requirements

The Northwest Area Contingency Plan shall be reviewed and updated annually by the Area Committee. The main volume Area Contingency Plan and all Geographic Response Plans shall be reviewed to ensure all information is current, with particular emphasis on the following areas:

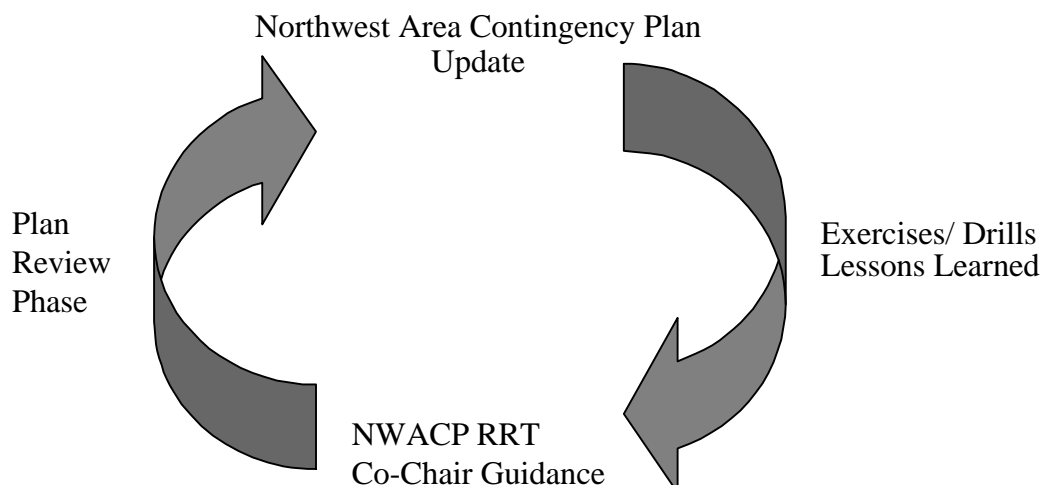
- Emergency notification list
- Response equipment information
(type and amount of equipment available)

9231 Plan Review/Update Process

The Steering Group will receive recommendations for Plan revisions from workgroups, exercises/drills, training, NWACP RRT Co-Chair Guidance and other interested parties at least two months prior to the update cycle. Any substantial changes must be submitted in electronic format.

Northwest Area Contingency Plan

Northwest Area Plan Update Process



Changes to the plan should be recorded on the Record of Changes page.

9300 Planning Assumptions - Background Information

9400 Spill & Discharge History

9500 SPILL SCENARIOS

9510 General

An important part of contingency planning is anticipating the effects of a spill and preparing in advance for the response to spills likely to occur in the area. This chapter outlines responses to three levels of response scenarios: the worst-case discharge (the complete discharge of a vessels cargo in adverse weather conditions, 35-million gallons), the maximum most probable discharge (the largest historical spill in the area - up to 250,000 gallons), most probable discharge (the "average" spill up to 100 gallons) for each of the two areas covered by this plan (Puget Sound Area, Portland Area), and also a single worst-case discharge scenario for the inland EPA Region Ten Area. Note that scenario discussions are separated by federal jurisdictions. This is because the requirement to develop scenarios is a federal one. These scenarios cover the range of spills likely to occur. At this time, the Area Committee is only required to develop these scenarios for oil discharges. The Area Committee will address scenario development for releases of hazardous substances in a future release of this plan.

9520 Worst-Case Discharge

The worst-case discharge scenario is based on:

Northwest Area Contingency Plan

- In the case of a vessel, a discharge in adverse weather conditions of its entire cargo.
- For a facility, the largest foreseeable discharge in adverse weather conditions.

For determining the worst-case discharge scenario for a vessel, the largest vessels which call at the ports in the area must be considered. Examination of the vessel routes identifies the hazards and the risks of collision.

For considering worst-case discharge scenarios from facilities, the amount and type of cargo transferred and stored as well as the facilities operating histories is significant.

For coastal waters, only vessel scenarios will be discussed in this release; facility scenarios will be discussed for inland waters and added for coastal waters in a later release.

9521 Historical Spill Considerations

The largest historical spill in MSO Portland's Area was the result of the collision between the tank barge NESTUCCA and her tug OCEAN SERVICE on 22 December 1988 near buoy 5 at the entrance to Grays Harbor, Washington. Approximately 227,000 gallons of bunker C spilled into the Pacific Ocean.

As a historical consideration it is important to note here that larger spills in the Columbia River that eventually reach and depart the mouth of the river will generally move north and even out of the Portland zone.

The largest historical spill in the Puget Sound zone was the result of the grounding of the tank vessel ARCO ANCHORAGE in Port Angeles, Washington on 21 December 1985. Approximately 239,000 gallons of crude oil was spilled into Port Angeles Harbor.

A recent analysis of historical oil spills within the Puget Sound Area from 1981 to 1989, clearly shows that the most common release of oil occurs during fuel transfer processes, most commonly associated with smaller vessels releasing a maximum of several hundred gallons of marine diesel fuel. The few recent larger events include the Arco Anchorage, MCN5 Barge, Nestucca, and Tenu Maru, each discharging petroleum products in the 200,000 gallon range. Discharges from shore facilities are generally related to human error, while larger vessel releases are generally caused by both human error and equipment failure.

9522 Hazard Assessment

There are a number of species of whales, dolphins, and pinnipeds that inhabit the waters of coastal Washington and Oregon. Information about specific effects of direct oil spill contact is uncertain. It appears that smooth-skinned cetaceans can suffer minor skin damage. The effects of oil by ingestion or inhalation are not known. Sea

Northwest Area Contingency Plan

otters and harbor seals are particularly vulnerable to hypothermia and death from oil contamination.

Of primary concern are threatened and endangered species (bald eagle, peregrine falcon, snowy plover, brown pelican, etc.), anadromous fishes, marine birds and the estuarine habitats (including National Wildlife Refuges) along the coast and at the mouth of the Columbia River. Populations of endangered birds are small and already at risk due to a number of factors, including loss of habitat, disturbance, and contaminant loading. As many as 260,000,000 salmonids use the lower Columbia River each year. Juvenile salmon are particularly sensitive to contaminants as they undergo physiological changes associated with the transition from a fresh water existence to a marine environment. Approximately 400,000 sea birds nest along the coast during the summer months. Sea birds are vulnerable to oil contact as they feed or rest on the sea surface. The estuaries along the coast (Grays Harbor, Willapa Bay, Nehalem Bay, Tillamook Bay, Netarts Bay, and other minor bays) and at the mouth of the Columbia are important ecosystems that provide essential habitat for many species.

In addition to the wildlife concerns, important commercial fisheries exist off the coast of Washington and Oregon, including bottomfish and mid-water, shrimp and crab.

9523 Risk Assessment

Two factors combine to make tank vessels the most probable source of oil in a catastrophic situation: the large amount of oil carried and the hazards associated with vessel movement (grounding, collision, etc.).

The largest tank ships will only be found offshore when loaded, carrying Trans-Alaska Pipeline (TAPS) oil from Alaska to California. Vessels with capacity of more than two million barrels have been used for this purpose in the past, but today, the largest vessel involved in the TAPS trade is a 228,000 DWT tank ship with a 1.7 million barrel capacity. The standard route will keep these vessels no less than 200 miles off our coast provided there is a radio officer on board, otherwise, the vessel would be required to stay within 150 miles from shore.

Fortunately the hazards associated with a vessel operating so far from shore have a much lower probability of occurrence than if the vessel was operating close to shore. There are no islands or shallow areas on which to ground the vessel. The small number of vessels operating in that area reduces the chance of collision. The only other likely incidents which could lead to a large discharge of oil are structural failure, fire, or explosion.

The Puget Sound region and the international waters between Canada and the U.S. are the primary high-risk sites for oil spill incidents in Washington State. Of West Coast ports, Puget Sound has the heaviest vessel traffic and the most dangerous marine conditions. During 1988 alone, large petroleum vessels shipped a total of 243

Northwest Area Contingency Plan

million barrels of petroleum within Puget Sound and the Strait of Juan De Fuca (186 million by tanker and 57 million by barge). Vessel traffic in the Puget Sound area is primarily directed towards the six major ports and Naval facilities listed below. Historically, a large percentage of the accidental discharges have occurred at these ports while ships were in anchorage or while bunkering. From 1984 to 1989, approximately 37 percent of all reported discharges were from vessels in the vicinity of these ports with an additional 34 percent being reported from undetermined sources located in these areas:

- Port of Seattle
- Port of Tacoma
- Port of Bellingham
- Port of Olympia
- Port of Everett
- Port of Anacortes
- Portland/Vancouver

The ships mentioned above transit the Portland zone, traveling to and from the Portland ship repair yard, but only when empty. Their loaded draft far exceeds the river channel depth. Smaller tanks vessels made 96 visits to the Portland area in 1988 moving a total of 8.6 million barrels of oil.

The largest of these vessels are the 40,631 DWT vessels with 306,897 bbl capacity, and more than half the vessels being 39,836 DWT or larger with at least 275,000 bbl capacity.

The operation of such large vessels within the confines of the Columbia River system creates a relatively high probability of collision or grounding. However, the sandy bottom of the river tends to minimize damage due to grounding. This would not be true if an incident occurred during a Columbia River Bar crossing. A relatively small incident could easily lead to the total loss of a vessel. Of course, fire, explosion and problems associated with the transfer of cargo could also lead to discharges of oil. An incident at the Columbia River Bar is relatively likely and the possibility of a total loss of a tank vessel is not inconceivable. Fortunately, oil could only enter the river during a flood tide, and could only travel upriver as far as Pillar Rock (river mile 22) as that is as far upriver as the river surface flow actually reverses.

9524 Worst-case Scenario 1

The following description is a hypothetical incident. Locations and events described are for planning and evaluation purposes only.

9524.1 Situation

A fully-laden, inbound tank vessel is involved in a grounding at Buckeye Shoals in Rosario Straits of Puget Sound. Damage to the vessel is extensive. All of the vessel's

Northwest Area Contingency Plan

tanks have been ruptured, as well as the engineering spaces and the pumprooms. Damage has also occurred to the vessel's side plating down the entire length on one side of the vessel. As a result of the extensive damage, the vessel sinks within five hours of grounding, allowing the release of approximately 35 million gallons of North Slope Alaskan Crude Oil into the environment.

- Location: Buckeye Shoals, Rosario Straits, Washington (48-37.27 N, 122-43'.43 W)
- Amount: Approximately 35 million gallons is released.
- Securing Source: None possible
- Areas at Risk: Most of Northern Puget Sound and most of the Straits of Juan de Fuca, including Canada's Vancouver Island.
- Time of Year: March
- Weather: Weather is typically bad for this time of year with heavy rain squalls, limited visibility. Infrequent periods of fair weather occur, providing moderate visibility between rain squalls.

9524.2 Key Assumptions

- Initial containment and recovery operations will commence within six hours.
- All required skimmers and booms will be on scene within 72 hours.
- Weather conditions will not affect operations, nor the type of equipment utilized.
- No resources will be available from Canada.
- Of cleanup gear currently staged in Puget Sound, the following restrictions will apply:
 - 75% of contractor equipment available
 - 100% of Coop gear available
 - 50% of USN Resources available
 - 0% of Facility Resources available

9524.3 Initial Action

A general response strategy is outlined below, and was used to help develop the list of shortfalls.

- Primary recovery efforts will be slanted toward open water recovery by skimming vessels.
- Immediate approval will be sought by the OSC for the use of dispersants.
- The appropriateness of in-situ burning will be evaluated immediately by the OSCs.
- Rigging of defensive boom and skimmers, of those areas projected to be impacted within the first 72 hours, will begin immediately, and is expected to be completed within the first 48 hours.
- Initial booming will in accordance with the Geographic Response Plan (GRP) for the area expected to be impacted within the first 48 hours.
- Containment booming will begin immediately, with the goal being to contain, to the maximum extent possible, the discharge within its projected 48 hour trajectory. In addition, booming shall be placed to channel/deflect that which cannot be

Northwest Area Contingency Plan

contained, to allow for the maximum opportunity to recover oil from the open water and minimize the beach impacts.

- Skimmers will initially operate in a free skimming mode, and will fall back to become skimming points on the containment boom perimeter.
- It is envisioned that the response organization would consist of one central command center, with 3-4 subordinate command posts.
- All beach clean-up will likely be mechanical means and non-environmentally damaging to the extent possible.
- The federal and state authorities of both the United State and Canada would primarily be interested in reducing the threat of pollution.
- The 1980 International Treaty with Canada would apply. Therefore, salvors of either country would be entitled to conduct operations along the shores of the other country within 30 miles of the international boundary.
- The more recent 1974 Intervention Convention relating to intervention on the high seas in the case of oil pollution casualties authorized the coastal state to take such measures on the high seas as may be necessary to prevent, mitigate, or eliminate grave danger to their coastline from pollution or threat thereof in case of a casualty. While this could complicate the problem for the salvor, the assumption is made that both states will refrain from interfering with prompt efforts by salvors to reduce the threat of pollution.

-

9524.4 Response Organization

This scenario would qualify as a Spill of National Significance. An Incident Command System (ICS) consisting of federal and state authorities in collaboration with the responsible party would execute the cleanup effort.

9524.5 Strategies

See the Geographic Response Plans for North Puget Sound, Central Puget Sound and the San Juan Islands.

9524.6 Resources and Shortfalls

Should a worst-case event occur in the Puget Sound area, it is unlikely that the combined organizations and inventories of the area's federal, state, and local governments and the marine community would be sufficient to mount a successful response. Strike Force resources would be required as well as any and all other resources which could be identified. Due to the practical aspects of logistics, shorelines will be impacted; birds, fish, and mammals will die; multitudes will suffer economically; and a large portion of the area will be ruined aesthetically for a period of time in spite of the best efforts of the best plans and personnel available to manage the response.

Northwest Area Contingency Plan

9524.7 Disposal Options

Disposal is discussed in Chapter 4000 in some detail. The only additional information that must be taken into consideration is the increase in waste volumes to be expected in a worst-case event. The process and options available remain the same, the level and extent of use are the variables.

9524.8 Time to Clean Up

Obviously projecting clean up timetables is a less than exact science. While one group may decide that the economics of continued action is such that no further practical gains may be expected, other interested parties may feel the task is only beginning. One only needs to look at the five-year old Exxon Valdez spill to see that "cleaned up" is not a physical description but an economic, legal, ethical, and physical description. Should such a worst-case event befall the Puget Sound area, we can expect that even initial full-blown efforts will last for at least six months with some change in the cleanup resources in play. Skimmers and barges will give way to beach cleanup crews and oiled waste hauling and disposal contractors. In future releases of this Plan, a detailed equipment usage timetable and a breakdown of anticipated shortages will be presented.

9530 Maximum Most Probable Scenarios for the Coastal Area (To be developed)

The maximum most probable discharge scenario is based on the size of the largest recorded spill, traffic flow through the area, hazard assessment, risk assessment, seasonal considerations, spill histories, and operating records of facilities and vessels in the area.

9540 Most Probable Discharge Scenarios for the Coastal Area

The most probable discharge scenario is based on the size of the average spill in the area. When determining most probable discharge, any unusually large spill, which would skew the value, was specified to not be included in the average figure.

9541 Historical Spill Considerations

Historically, Seattle, Portland, Tacoma, and the Lake Washington Ship canal have the highest rate of most probable spills. The primary reason is due to an automatic bilge pump discharging dirty bilge water. Other common sources are fishing and recreational vessels refueling at small fuel facilities and freight ships bunkering from barges.

9542 Hazard Assessment

Northwest Area Contingency Plan

These type spills occur throughout the area, including the ports and harbors of Olympia, Seattle, Tacoma, Everett, Bellingham, Anacortes, Bremerton, Port Townsend, Port Angeles, the San Juan Islands, Vancouver, Portland, Longview, St. Helens, Astoria, Coos Bay, Willapa Bay, Grays Harbor, Umpqua River, and Yaquina Bay. These are all locations where there are marinas, industrial areas, and locations of marine transfer facilities. The Pacific Northwest has approximately 16,500 registered fishing vessels, making up 11 percent of the nation's fishing fleet.

9543 Vulnerability Analysis

The most environmentally sensitive areas are those containing wetlands.

9544 Risk Assessment

Spill History tells us that a majority of the most probable spills occur due to a bilge pump from a recreational or fishing boat. The hazard assessment section shows that moorage facilities in proximity to sensitive wetlands pose higher risk. The marina's in the more remote areas also tend to have lower slip fees and often older boats that receive less maintenance or attention. The operation of a vessel in such a state of repair, in proximity to a sensitive wetland, is a considerable risk.

Because of the heavily industrialized nature of Portland, Seattle/Tacoma and the Lake Washington Ship canal, the risk of environmental impact is reduced. Oiling will occur on the surfaces of man-made structures, piers, and riprap. Commercial vessel traffic, local commerce and recreational boating traffic may be impacted if a waterway is required to be closed.

9550 Seasonal Considerations

The worst season for a spill in the Pacific Northwest is springtime. Viable salmon runs may be particularly vulnerable during the months of February and March. Bird migration periods run from x to x.

9560 Most Probable Case Scenario 1

9561 Situation

A small fishing boat sinks during the early morning hours at her mooring in Yaquina bay on an incoming tide.

- Location: The vessel is moored at Newport within the breakwater of Yaquina Bay, Oregon (44-37.5N, 124-03.0W).
- Amount: The boat is sunk with 500 gallons of fuel and 20 gallons of lube oil on board. The fuel is leaking out through tank vents and loose fill caps. A good amount of the lube oil has come out of the open lube oil container.

Northwest Area Contingency Plan

- Securing Source: Since the vessel is sunk, the source can only be secured by divers or by raising the vessel.
- Areas at Risk: The wetlands of Yaquina Bay and Kings Slough are at immediate risk. Because of the extensive amount of shallows, the bay is very important biologically, playing a vital role in primary production and providing nurseries, breeding grounds, critical habitats, and nesting areas for numerous organisms. The bay sustains a commercial oyster industry and salmon aquaculture industry.
- Time of Year: Late spring.
- Weather: Early morning hours with fog.

9562 Key Assumptions

A key assumption which increases the difficulty of the response and cleanup is that there is no responsible party initially identified.

9563 Initial Actions

The initial report comes from a marina employee who reports the spill to the Coast Guard Station at Yaquina Bay. The amount of oil is not known but the report has described the large extent of the sheen and the visible portions of the sunken boat. The MSO is immediately notified and begins an immediate recall of a response team and staff to address the spill. The local Coast Guard unit is requested through Group North Bend to send a boat to the scene to further investigate. Notifications to the National Response Center, Oregon Department of Environmental Quality, and local government are initiated during the first hour. The response team is dispatched within an hour's time and will drive to the scene.

Between hour and two and three, the pollution investigating team is on scene and, as yet, no responsible party is identified. The small boat station has deployed 150' of sorbent boom partially around the vessel from their supplies. Although darkness and fog hamper the team's efforts at reconnaissance, they are able to estimate the significant extent of the spill. Considering this and the lack of responsible party, the response team reports the need to federalize the case to the FOSC. They recommend immediate notification in order to begin cleanup at first light. Based on the information in the Yaquina Bay Geographic Response Plan (GRP) and on sight observation the response team recommends protection and collection booming as an initial action. A shallow draft self-propelled skimmer or small barge mounted skimmer will also be required. Divers will be required to plug the leaking fuel vents and raise to the boat.

The unified command will set up at the USCG Station on Naterlin Drive. The South Beach Marina will serve as a staging area for the contractor. The Scientific Support Coordinator (SSC) is requested to assist with damage assessment. Coast Guard Air Station North Bend is requested to conduct an overflight on the morning of the first day.

Northwest Area Contingency Plan

9564 Response Organization

Unified Command as described in detail in Chapter 2 will be established as the response organization.

9565 Strategies

The strategy for containment and cleanup is as follows: During the first day the vessel will be boomed off and protective booming strategies will be assessed and prioritized as per the GRP. Protection boom will be placed at the water intakes of the three fish plants, the Undersea Gardens and the Aquarium. Protection booming will also be placed at the Aqua fish ladder, the South Beach Marina and the Idaho flats Inlets. A double protection boom will be placed from the breakwater to shore to close off the marina. The SSC will assist in determining the shoreline protection & cleanup measures to be taken. The vessel will eventually be raised and removed from the water by the third day.

9566 Resources And Shortfalls

The equipment required will include a shallow water skimmer, several thousand feet of boom, and several cases of oil snares. A contractor from Portland will be hired to bring all of the above and to conduct the salvage of the vessel. Due to recall, loading and transportation, it will require 5-6 hours to arrive on scene. No shortfalls of equipment or personnel are anticipated. The most significant shortfall is the amount of time it will require for equipment to arrive on scene.

9567 Disposal Options

Disposal will be handled by the contractor with no anticipated problems.

9568 Time To Clean-Up

The clean-up is expected to take 3-5 days depending on penetration of oil into the marsh vegetation. All floating oil would be collected during the first two days.

9570 Most Probable Case Scenario 2

9571 Situation

A foreign freighter spills an initial estimate of 500-600 gallons bunker C into the water late on a Friday evening while taking on bunkers on a ebb tide.

Northwest Area Contingency Plan

- Location: The vessel is moored in the turning basin of the Blaire waterway in Tacoma, WA at the Pierce County Terminal.
- (47-15.2N, 122-22.7W,)
- Amount: The initial report of 500 gallons is determined to be low. The estimate is raised to 3,000 gallons the next morning and raised again to 4,000 gallons on the fifth day of the clean-up.
- Securing Source: The source is secured mechanically.
- Areas at Risk: The Blair waterway is a two mile long industrial port area lined by exposed rocky shore or seawall ending a cul de sac turning basin. The areas at risk are somewhat limited by the geography. There is a nesting bird colony on top of the bank of the northern shore which the local community has taken on as their own. The waterway is a salmon run.
- Time of Year: June
- Weather: Late evening with light rain. The air temperature is 45° F and the water temp is 49° F. Winds are light and variable.

9572 Key Assumptions

A key assumption for this scenario is that the foreign freighter is covered by the Washington State Maritime Commission and calls on the Marine Exchange to represent them. The freighter company immediately accepts responsibility for the spill.

The total amount spilled is not initially known. The initial estimate was low and was increased at the first ICS briefing to approximately 3,000 gallons in the water and 500 gallons on deck. The cause of the spill is still undetermined.

9573 Initial Actions

The initial report is made immediately to the Marine Exchange. The prime pollution response contractor is called with an ETA of one hour. The National Response Center (NRC), MSO Puget Sound and the Washington State Department of Ecology area also notified. The tankerman of the bunkering barge notifies his company who immediately calls the Marine Exchange to confirm action by them.

The MSO begins an immediate recall of a response team and staff to address the spill. Between hour one and two, the pollution investigating team is on scene. The contractor is already on scene when they arrive and is commencing a cleanup by booming off the vessel. Darkness hampers assessment efforts but the contractor begins skimming stray pockets of oil outside the boomed area and deploys a secondary boom across the mouth of the turning basin. The FOSC federalizes the case. The following organizations are notified: DEM, DOI, WSMC, D13 (CMDCCEN), Coast Guard inspectors are notified.

The unified command, consisting of the Coast Guard, Washington State, and the Contractor set up their mobile command posts at the Pierce County terminal. The Scientific Support Coordinator (SSC) is requested to assist with damage assessment.

Northwest Area Contingency Plan

Coast Guard Air Station Port Angeles is requested to conduct an overflight in the morning.

9574 Response Organization

Unified Command

9575 Strategies

The strategy for containment and cleanup is as follows. During the first day the oil in the vicinity of the vessel will be skimmed out. Booming strategies will be assessed and prioritized by the FOSC, DOE, the contractor, and the SSC. Protection boom will be placed. The skimmers will transit the waterway. The SSC will assist in determining the shoreline protection and cleanup measures to be taken. The oil on the vessel will be cleaned up by the crew. A helo will be hired for overflights.

The clearance of the vessel will be withheld through customs pending the receipt of a Letter of Undertaking for \$25,000 received from the P&I representative.

Several days of high volume, low pressure washing of rip rap and gravel on the turning basin beach follow. The strategic goal of removing free floating oil and oil that refloats at high tide creates cleanup objectives based on stages of the tide. Skimming efforts will continue for several days. The contractor obtains a high pressure sprayer to remove oil from the waterline of the vessel.

The final state is passive cleaning using pom-pom oil snares which are checked on and changed out periodically.

9576 Resources and Shortfalls

To be developed.

9577 Disposal Options

Disposal will be handled by the contractor with no anticipated problems.

9578 Time To Clean-Up

The clean-up is expected to take at least 45 days with continuing passive work by the contractors in the later stages of the clean-up to change out pompoms.

9580 Worst-case Scenario for Inland Area

To be developed.

Northwest Area Contingency Plan

9590 Maximum Most Probable Scenarios for Inland Area

The maximum most probable discharge scenario is based on the size of the largest recorded spill, traffic flow through the area, hazard assessment, risk assessment, seasonal considerations, spill histories, and operating records of facilities and vessels in the area.

9591 Maximum Most Probable Scenario for Columbia River Bonneville Dam to The Dalles Dam

An earthquake measuring 3.2 on the Richter scale has occurred, causing unstable land masses to collapse on either side of the river. The land slide has completely blocked both sides of the highway and caused a Union Pacific train to derail and fall into the Columbia River. The train was carrying chlorine, gasoline, sulfuric acid and sodium hydroxide in large quantities. The Governor of Oregon requests that the President declare the area a national disaster. The President of the United States declares the area a national disaster and assigns a Federal Emergency Coordinator to handle the response. The Environmental Protection Agency will act only if requested by the Federal Emergency Coordinator, and, in that respect, will act only in an assistance mode.

9592 Maximum Most Probable Scenario for Columbia River: The Dalles Dam to John Day Dam

A semi-truck carrying dry pesticides packaged in individual bags was crossing the Columbia River northbound on Highway 97 bridge. The driver of an on-coming vehicle fell asleep at the wheel and moved into the semi-truck's lane of traffic. Reacting on instinct, the semi-truck driver turned hard away from the oncoming car and drove through the railing off the bridge. The trailer broke open upon impact with the water, and the pesticide spilled into the river. A passing motorist calls the Oregon Highway Patrol. The Highway Patrol is dispatched to the scene and they call the local authorities in Biggs, Oregon and Maryhill, Washington, and the National Response Center. The National Response Center will then notify the State and Federal authorities in the area. The U.S. EPA and Washington State Department of Ecology would be called in immediately to direct the spill clean-up.

9593 Maximum Most Probable Scenario for Columbia River John Day Dam to McNary Dam

Barge spill of crude oil. The NOAA number is 11800. Although it would not normally be considered a major hazard, the sheer bulk of the spill and the fact it is in the river gives cause for concern. The barge ran aground, releasing 300,000 gallons of crude

Northwest Area Contingency Plan

oil into the Columbia River just below the McNary Dam. There are wildlife preserves in the area, which is a major consideration in the clean-up.

9594 Maximum Most Probable Scenario for Columbia River McNary Dam to the Tri-Cities Area

Emergency Release of Ammonia at the Unocal Chemical facility in Kennewick, Washington. One of the two 8 million gallon tanks has a one foot by three foot hole, one foot from the ground and is rapidly releasing ammonia. Ammonia is listed by the U.S. EPA as an Extremely Hazardous Substance.

Ammonia is stored as a liquid. It is used as a fertilizer, as a refrigerant, and in the manufacture of other chemicals. Although it is classified as a nonflammable gas, it will burn within certain vapor concentration limits, and the fire hazard increases in the presence of oil or other combustible materials. Contact with the liquid can cause frostbite. Vapors are heavier than air.

The response thus far is merely a non-fire response. It is important to keep the material out of water sources and sewers. Attempt to stop the leak without exposing personnel to undue hazards. Use a water spray to knock-down vapors. Vapor knock-down water is corrosive or toxic and should be diked for containment. Land spill: Dig a pit, pond, lagoon or holding area to contain liquid or solid material. Dike surface flow using soil, sand bags, foamed polyurethane, or foamed concrete. Absorb bulk liquid with fly ash or cement powder. Neutralize with dilute acid. Use mechanical dredges or lifts to remove immobilized masses of pollutants and precipitates.

Vapors cause irritation of eyes and respiratory tract. Liquid will burn the skin and eyes. Ammonia is poisonous, and may be fatal if inhaled. Contact may cause burns to skin and eyes. Contact with liquid may cause frostbite.

The PRP, Local, and State response are unable to handle a spill of this magnitude and call in the Federal Government after the initial spill response determines that available resources are not adequate.

9600 Manuals and Guidelines Created by NWACP Workgroups

9610

**JOINT INFORMATION CENTER
MANUAL**

9620

**WASHINGTON STATE
DISPOSAL GUIDELINES**

9630

IN-SITU BURNING POLICY MANUAL

This section reserved for the *In-Situ* Burn Operational Guidelines, which are under revision. Refer to Chapter 4000 for *in-situ* burn policy.

9640

**NORTHWEST AREA SHORELINE
COUNTERMEASURES ASSESSMENT
MANUAL**

9650

**COMMUNICATIONS
MANUAL**

9660

**HEALTH AND SAFETY
MANUAL**

Northwest Area Contingency Plan

9700 General Information on Potential Discharge Sources

9800 Memorandum of Agreements between participating agencies

9900 Support and Reference Resources

9910 Glossary

The following lists contain definitions for terms and acronyms used in this plan and in the oil and hazardous materials response community generally. While the lists may not be comprehensive, every effort was made to define and identify terms and acronyms to make this document usable to the lay person. Differences between state and federal definitions are identified where necessary.

Definitions

The sources of definitions are indicated where appropriate. For enforcement purposes, refer to the applicable state laws or federal regulations.

Area Committee, as defined by sections 311(a) (18) and (j) (4) of CWA, as amended by OPA, means the entity appointed by the President consisting of members from Federal, state, and local agencies with responsibilities that include preparing an area contingency plan for a designated area.

Area Contingency Plan (ACP), as defined by sections 311(a) (19) and (j) (4) of CWA, as amended by OPA, means the plan prepared by an area committee, that in conjunction with the NCP, shall address the removal of a discharge, including a worst-case discharge and the mitigation or prevention of a substantial threat of such a discharge from a vessel, offshore facility, or onshore facility operating in or near a designated area.

Biological additives means microbiological cultures, enzymes, or nutrient additives deliberately introduced into an oil discharge to encourage biodegradation to mitigate the effects of the discharge.

Bulk means material that is stored or transported in a loose, unpackaged liquid, powder or granular form capable of being conveyed by a pipe, bucket, chute or belt system.

Northwest Area Contingency Plan

Burning agents means those additives that, through physical or chemical means, improve the combustibility of the materials to which they are applied.

CERCLA is the Comprehensive Environmental Response, Compensation, and Liability Act of 1980, as amended by the Superfund Amendments and Reauthorization Act of 1986. It is also known as the Superfund Act.

Chemical agents means those elements, compounds, or mixtures that coagulate, disperse, dissolve, emulsify, foam, neutralize, precipitate, reduce, solubilize, oxidize, concentrate, congeal, entrap, fix, make the pollutant mass more rigid or viscous, or otherwise facilitate the mitigation of deleterious effects or the removal of the oil, hazardous substance, pollutants, or contaminants from the water. Chemical agents include biological additives, dispersants, sinking agents, miscellaneous oil spill control agents, and burning agents.

Claim means a request, made in writing for a sum certain, for compensation for damages or removal costs resulting from an incident.

Coastal waters means the waters of the coastal zone except for the Great Lakes and specified ports and harbors on inland rivers. Precise boundaries are determined by USCG/EPA agreements and identified in this ACP. (see Table 1-1).

Coastal zone means all United States waters subject to the tide, United States waters of the Great Lakes and Lake Champlain, specified ports and harbors on inland rivers, waters of the contiguous zone, other waters of the high seas subject to the NCP, and the land surface or land substrata, ground waters, and ambient air proximal to those waters. The term coastal zone delineates an area of federal responsibility for response action. Precise boundaries are determined by EPA/USCG agreements identified in Federal Regional Contingency Plans. Boundaries are also identified in this ACP. (Table 1-1)

Coast Guard District Response Group, as defined by sections 311(a) (20) and (j) (3) of CWA, as amended by OPA, means the entity established by the Secretary of the department in which the USCG is operating in each USCG district and shall consist of: the combined USCG personnel and equipment, including firefighting equipment, of each port within the district; additional prepositioned response equipment; and a district response advisory team.

Contiguous Zone means the zone of the high seas, established by the United States under Article 24 of the Convention on the Territorial Sea and Contiguous Zone, which extends nine miles seaward from the outer limit of the territorial sea.

Discharge, as defined by section 311(a)(2) of CWA; as amended by OPA, includes, but is not limited to, any spilling, leaking, pumping, pouring, emitting, emptying, or dumping of oil, but excludes discharges in compliance with a permit under section 402 of CWA,

Northwest Area Contingency Plan

discharges resulting from circumstances identified and reviewed and made a part of the public record with respect to a permit issued or modified under section 402 of CWA, and subject to a condition in such permit, or continuous or anticipated intermittent discharges from a point source, identified in a permit or permit application under section 402 of CWA, that are caused by events occurring within the scope of relevant operating or treatment systems. For purposes of the NCP, discharge also means imminent threat of discharge.

Dispersants means those chemical agents that emulsify, disperse, or solubilize oil into the water column or promote the surface spreading of oil to facilitate dispersal of the oil into the water column.

Drinking water supply, as defined by section 101(7) of CERCLA, means any raw or finished water source that is or may be used by a public water system (as defined in the Safe Drinking Water Act) or as drinking water by one or more individuals.

Federally permitted release, as defined by section 101(10) of CERCLA, means discharges in compliance with a permit under section 402 of the Federal Water Pollution Control Act; discharges resulting from circumstances identified and reviewed and made part of the public record with respect to a permit issued or modified under section 402 of the Federal Water Pollution Control Act and subject to a condition of such permit.

First Federal Official means the first federal representative of a participating agency of the National Response Team to arrive at the scene of a discharge. This official coordinates activities under the NCP and may initiate, in consultation with the FOSC, any necessary actions until the arrival of the predesignated FOSC.

Fund or Trust Fund means the Oil Spill Liability Trust Fund, various state funds or the Hazardous Substance Response Trust Fund .

Geographic Response Plan (GRP) is a document which provides oil spill response strategies and natural resource sensitivity information for specific geographic areas.

Ground water, as defined by section 101(12) of CERCLA, means water in a saturated zone or stratum beneath the surface of land or water.

Hazardous substance, as defined by section 101(14) of CERCLA, means: any substance designated pursuant to section 311(b)(2)(A) of the CWA; any element, compound, mixture, solution, or substance designated pursuant to section 102 of CERCLA; any hazardous waste having the characteristics identified under or listed pursuant to section 3001 of the Solid Waste Disposal Act (but not including any waste the regulation of which under the Solid Waste Disposal Act has been suspended by Act of Congress); any toxic pollutant listed under section 307(a) of the CWA; any hazardous air pollutant listed under section 112 of the Clean Air Act; and any imminently hazardous chemical substance or mixture with respect to which the

Northwest Area Contingency Plan

Administrator has taken action pursuant to section 7 of the Toxic Substances Control Act. The term does not include petroleum, including crude oil or any fraction thereof, which is not otherwise specifically listed or designated as a hazardous substance in the first sentence of this paragraph, and the term does not include natural gas, natural gas liquids, liquefied natural gas or synthetic gas usable for fuel (or mixtures of natural gas and such synthetic gas).

Inland waters means those waters of the United States in the inland zone, waters of the Great Lakes, Lake Champlain, and specified ports and harbors on inland rivers.

Inland zone means the environment inland of the coastal zone excluding the Great Lakes, Lake Champlain, and specified ports and harbors on inland rivers. The term inland zone delineates an area of federal responsibilities for response actions. Precise boundaries are determined by EPA/USCG agreements and are identified in this ACP. (Table 1-1)

Incident of National Significance means an incident which due to its severity, size, location, actual or potential impact on the public health and welfare or the environment, or the necessary response effort, is so complex that it requires extraordinary coordination of federal, state, local, and responsible party resources to contain and cleanup.

Lead agency means the Federal or State agency that has primary responsibility for coordinating response action under this Plan. The lead Federal agency is the agency that provides the FOSC as specified elsewhere in this Plan and has the authority to direct Federal resources. The lead State agency is the agency that provides the SOSC as specified elsewhere in this Plan and has the authority to direct State resources.

Local Emergency Planning Committee (LEPC) is a group of local representatives appointed by the State Emergency Response Commission (SERC) to prepare local oil and hazardous materials spill response plans as per the mandates of CERCLA as amended by the Superfund Amendments and Reauthorization Act Title III.

Local Official means a representative of county, city, or municipality or other subdivision of state government with responsibility for representing that entity's interests in the event of an incident.

Management of migration means actions that are taken to minimize and mitigate the migration of hazardous substances or pollutants or contaminants and the effects of such migration. Management of migration actions may be appropriate where the hazardous substances or pollutants or contaminants are no longer at or near the area where they were originally located or situations where a source cannot be adequately identified or characterized. Measures may include, but are not limited to, provision of alternative water supplies, management of a plume of contamination, or treatment of a drinking water aquifer.

Northwest Area Contingency Plan

Maximum Most Probable discharge is based on historical spill data, and is the size of the discharge of oil or hazardous substance most likely to occur taking into account such factors as the size of the largest recorded spill, traffic flow through the area, hazard assessment, risk assessment, seasonal considerations, spill histories and operating records of facilities and vessels in the area.

Most Probable Discharge is the size of the average spill in the area based on the historical data available.

National Pollution Funds Center (NPFC), as defined by section 7 of Executive Order 12777, means the entity established by the Secretary of the department in which the USCG is operating whose function is the administration of the Oil Spill Liability Trust Fund (OSLTF). This includes access to the OSLTF by Federal agencies, states, and designated trustees for removal actions and initiation of natural resource damage assessments, as well as claims for removal costs and damages.

National Strike Force Coordination Center (NSFCC), is defined by sections 311(a) (23) and (j) (2) of CWA, as amended by OPA, means the entity established by the Secretary of the department in which the USCG is operating at Elizabeth City, North Carolina. Its responsibilities include providing a variety of technical assistance and other resources to an FOSC, and administration of the USCG Strike Teams established under the NCP.

Natural resources means land, fish, wildlife, biota, air, water, ground water, drinking water supplies, and other such resources belonging to, managed by, held in trust by, appertaining to, or otherwise controlled by the United States (including the resources of the exclusive economic zone defined by the Magnuson Fishery Conservation and Management Act of 1976), any state or local government, any foreign government, any Indian tribe, or, if such resources are subject to a trust restriction on alienation, any member of an Indian tribe.

Navigable waters, as defined by 40 CFR 110.1, means the waters and adjoining shorelines of the United States, including the territorial seas. The term includes:

- All waters that are currently used, were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters that are subject to the ebb and flow of the tide;
- Interstate waters, including interstate wetlands;
- All other waters such as intrastate lakes, rivers, streams (including intermittent streams), mud flats, sandflats, and wetlands, the use, degradation, or destruction of which would affect or could affect interstate or foreign commerce including any such waters:
 1. That are or could be used by interstate or foreign travelers for recreational or other purposes;

Northwest Area Contingency Plan

2. From which fish or shellfish are or could be taken and sold in interstate or foreign commerce; and

3. That are used or could be used for industrial purposes by industries in interstate commerce.

- All impoundments of waters otherwise defined as navigable waters;
- Tributaries of waters identified in this definition, including adjacent wetlands; and
- Wetlands adjacent to waters identified in this definition: Provided, that waste treatment systems (other than cooling ponds meeting the criteria of this paragraph) are not waters of the United States.

Offshore facility means any facility of any kind located in, on, or under any of the navigable waters and any facility of any kind located in, on, or under any other waters, other than a vessel or a public vessel.

Oil naturally occurring liquid hydrocarbons at atmospheric temperature and pressure coming from the earth, including condensate and natural gasoline, and any fractionation thereof, including, but not limited to. crude oil, petroleum gasoline, fuel oil, diesel, sludge, oil, refuse, oil, vegetable oil, animal oil, coal oil, oil mixed with ballast or bilge water, and oil mixed with wastes other than dredged spoils. Oil does not include any substance listed in table 302.4 of 40 CFR Part 302 under Section 101 (14) of CERCLA.

Oil Spill Liability Trust Fund (OSLTF) means the fund established under section 9509 of the Internal Revenue Code of 1986 (26 U.S.C. 9509).

Oregon Regional Hazardous Materials Response Team, means a team of local emergency responders trained, equipped and organized to respond to oil and hazardous materials incidents in a given geographic area.

Oregon Radiation Emergency Response Team (RERT), is a group composed of individuals from the Oregon Health Division Radiation Control Section. This team will respond to any radioactive materials incident.

On-Scene Coordinator (OSC) means the official predesignated by Federal or state government to coordinate and direct response. OSC is usually modified with a lead character indicating affiliation. The Federal OSC (FOSC) and State OSC (SOSC) have the authority and responsibility to direct Federal and State resources respectively.

Onshore facility means any facility (including, but not limited to motor vehicles and rolling stock) of any kind located in, on, or under any land within the United States other than submerged land.

Northwest Area Contingency Plan

Preliminary assessment means review of existing information and an on-sit and off-site reconnaissance, if appropriate, to determine if a discharge or release may require additional investigation or action.

Public vessel, as defined by section 311(a) (4) of CWA, as amended by OPA, means a vessel owned or bareboat-chartered and operated by the United States, or by a state or political subdivision thereof, or by a foreign nation, except when such vessel is engaged in commerce.

Release means any spilling, leaking, pouring, emitting, emptying, discharging, injecting, escaping, leaching, dumping, or disposing into the environment, including the abandonment or discarding of barrels, containers, and other closed receptacles, containing any hazardous substance or pollutant or contaminant.

Remove or removal refers to containment and removal of oil or hazardous substance from the water, shorelines or land or the taking of such other actions as may be necessary to minimize or mitigate damage to the public health or welfare (including, but not limited to, fish, shellfish, wildlife, public and private property, and shorelines and beaches) or to the environment. For the purpose of the NCP, the term also includes enforcement activities related thereto.

Sinking agents means those additives applied to oil discharges to sink floating pollutants below the water surface.

Site means the area covered by the extent of contamination and all suitable areas in very close proximity to the contamination necessary for implementation of a response action.

Specified ports and harbors means ports and harbor areas on inland rivers, and land areas immediately adjacent to those waters, where the USCG acts as predesignated on-scene coordinator.

Spill of National Significance - See Incident of National Significance.

State means the states of the United States, the District of Columbia, the Commonwealth of Puerto Rico, Guam, American Samoa, the U.S. Virgin Islands, the Commonwealth of Northern Marianas, and any other territory or possession over which the United States has jurisdiction. For purposes of the NCP, the term includes Indian tribes as defined in the NCP except where specifically noted.

State Emergency Response Commission (SERC) a group of officials appointed by governors to implement the provisions of Title III SARA.

Superfund - See CERCLA.

Northwest Area Contingency Plan

Surface collecting agents means those chemical agents that form a surface film to control the layer thickness of oil.

Tank vessel means a vessel constructed or adapted to carry, or that carries, oil or hazardous material in bulk as cargo or cargo residue.

Tribal Official is an individual designated to represent tribal interests for purposes of spill response.

Trustee means an official of a Federal, state or tribal natural resource management agency designated in Subpart G of the NCP or as designated by a state or tribe, who may pursue claims for damages in the event of a spill.

Unified Command is a version of Incident Command System where decisions are made with the joint input of several agencies representing their individual jurisdictions. Note: The FOSC has the ultimate authority to resolve any disputed decision or action.

Vessel means every watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on water other than a public vessel.

Volunteer means any individual accepted to perform services by the lead agency, responsible party or unified command which has authority to accept volunteer services. A volunteer is subject to the provisions of the authorizing statute, the NCP and this plan.

Worst-case Discharge means, in the case of a vessel, a discharge in adverse weather conditions of its entire cargo, and in the case of an offshore or onshore facility is the largest foreseeable discharge in adverse weather conditions.

Northwest Area Contingency Plan

9911 Acronyms and Abbreviations

AC	Area Committee
ACP	Area Contingency Plan
AOR	Area of Responsibility
APHIS	Animal and Plant Health Inspection Service
ARAR	Applicable or Relevant and Appropriate Requirements
ARPA	Archaeological Resource Protection Act
AST	Atlantic Strike Team, Fort Dix, New Jersey (USCG)
ATSDR	Agency for Toxic Substances and Disease Registry
BIA	Bureau of Indian Affairs (U.S. Federal)
BLM	Bureau of Land Management (U.S. Federal)
BOE	Bureau of Explosives
CAMEO	Computer-Aided Management of Emergency Operations
CANUSPAC	Joint Canada-U.S. Marine Pollution Contingency Plan Pacific
CCG	Canadian Coast Guard
CCGD13	Commander, Thirteenth Coast Guard District (USCG)
CDC	Centers for Disease Control (U.S. Federal)
CDRH	Center for Devices and Radiological Health
CERCLA	Comprehensive Environmental Response Compensation and Liability Act of 1980
CERCLIS	CERCLA Information System
CFR	Code of Federal Regulation (U.S. Federal)
CGAS	Coast Guard Air Station (USCG)
CHEMTREC	Chemical Emergency Transportation Center
CHLOREP	Chlorine Emergency Plan
CHRIS	Chemical Hazard Response Information System
COGLA	Canadian Oil and Gas Lands Administration (Canada Federal)
COTP	Captain of the Port (USCG)
CRCI	Clean Rivers Cooperative Incorporated
CSCI	Clean Sound Cooperative Incorporated
Customs	U.S. Customs Service/Revenue Canada
CWA	Clean Water Act (33 USC 1321)
DHD	District Health Department (Idaho)
DEIS	Draft Environmental Impact Statement
DINA	Department of Indian and Northern Affairs (Canada Federal)
DFO	Department of Fisheries and Oceans (Canada Federal)
DND	Department of National Defense (Canada Federal)
DOC	Department of Commerce (U.S. Federal)
DOD	Department of Defense (U.S. Federal)
DOE	Department of Energy (U.S. Federal) Department of Environment (Canada Federal)
DOI	Department of Interior (U.S. Federal)
DOJ	Department of Justice (U.S. Federal)
DOL	Department of Labor (U.S. Federal)

Northwest Area Contingency Plan

DOS	Department of State (U.S. Federal)
DOSC	Deputy On-Scene Coordinator
DOT	Department of Transportation (U.S. & Canada Federal)
	Department of the Treasury (U.S. Federal)
DRAT	District Response Advisory Team (USCG)
DRG	District Response Group (USCG)
DWT	Dead Weight Ton
EA	Department of External Affairs (Canada Federal)
EC	Environmental Coordinator (Idaho)
Ecology	Washington State Department of Ecology
EIS	Environmental Impact Statement
EMD	Emergency Management Division
EMR	Department of Energy Mines and Resources (Canada Federal)
EMS	Emergency Medical Services
EOC	Emergency Operations Center
EPA	Environmental Protection Agency (U.S. Federal)
EPS	Environmental Protection Service (Canada Federal)
ERC	Emergency Response Coordinator (USPHS)
ERT	Environmental Response Team
ESF	Emergency Support Functions
FCO	Federal Coordinating Officer (U.S. Federal, FEMA)
FDA	Food and Drug Administration (U.S. Federal)
FEMA	Federal Emergency Management Agency
FINCEN	Finance Center (USCG)
FOSC	Federal On-Scene Coordinator
FPN	Federal Project Number
FRERP	Federal Radiological Emergency Response Plan
FRP	Federal Response Plan
FTS	Federal Telecommunications Systems
FWPCA	Federal Water Pollution Control Act
FWS	Fish and Wildlife Service (U.S. Federal)
GRP	Geographic Response Plan
GRU	U.S. Coast Guard Group
GSA	General Services Administration (U.S. Federal)
GST	Gulf Strike Team, Mobile, Alabama (USCG)
GT	Gross Ton
HACS	Hazard Assessment Computer System
HAZMAT	Hazardous Materials
HB	House Bill (Washington)
HHS	Department of Health and Human Services (U.S. Federal)
HMER	Hazardous Materials Emergency Response
HUD	Housing and Urban Development (U.S. Federal)
H&W	Health and Welfare Canada (Canada Federal)
IBDS	Idaho Bureau of Disaster Services
IC	Incident Commander

Northwest Area Contingency Plan

ICS	Incident Command System
IDEM	Idaho Department of Emergency Management
IDEQ	Idaho Division of Environmental Quality
IDHW	Idaho Department of Health and Welfare
IDWR	Idaho Department of Water Resources
IHCC	Interagency Hazard Communication Council (Oregon)
INEL	Idaho National Engineering Laboratory
INS	Immigration and Naturalization Service (U.S. Federal)
IONS	Incidents of National Significance
IOSA	Islands Oil Spill Association
ISP	Idaho State Police
ITD	Idaho Transportation Department
JIC	Joint Information Center
JRC	Joint Response Center
JRT	Joint Canadian-U.S. Response Team
LCP	Local Contingency Plan (USCG)
LEPC	Local Emergency Planning Committee
LEPD	Local Emergency Planning Districts (Washington)
LERA	Local Emergency Response Authority (Idaho)
L&I	Department of Labor and Industries (Washington)
LOSC	Local On-scene Coordinator
LRC	Local Response Center
LRT	Local Response Team
MARAD	Maritime Administration (U.S. Federal)
MCSAP	Motor Carrier Safety Assistance Program
MEP	Marine Environmental Protection Branch (USCG)
MFSA	Maritime Fire and Safety Association (Oregon)
MIO	Marine Inspection Office (USCG)
MLC	Maintenance & Logistics Command (USCG)
MLCPAC	Maintenance and Logistics Command Pacific (USCG)
MMS	Minerals Management Service (U.S. Federal)
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MRL	Minimum Response Levels
MSIS	Marine Safety Information System (USCG)
MSO	Marine Safety Office (USCG)
MSRC	Marine Spill Response Corporation
NAVSUP SALV	U.S. Navy Supervisor of Salvage
NCP	National Oil and Hazardous Substances Pollution Contingency Plan (40 CFR 300)
NEPA	National Environmental Policy Act (U.S. Federal)
NIOSH	National Institute for Occupational Safety and Health
NMFS	National Marine Fisheries Service (U.S. Federal)
NOAA	National Oceanic and Atmospheric Administration (U.S. Federal)
NPFC	National Pollution Funds Center (U.S. Federal)

Northwest Area Contingency Plan

NPS	National Park Service (U.S. Federal)
NRC	National Response Center (U.S. Federal)
	Nuclear Regulatory Commission
NRDA	Natural Resource Damage Assessment
NRS	National Response System (U.S. Federal)
NRT	National Response Team (U.S. Federal)
NSF	National Strike Force (U.S. Federal)
NSFCC	National Strike Force Coordination Center (U.S. Federal)
NTSB	National Transportation Safety Board (U.S. Federal)
OAR	Oregon Administrative Rules
ODEQ	Oregon Department of Environmental Quality
ODFW	Oregon Department of Fish and Wildlife
ODOE	Oregon Department of Energy
ODOT	Oregon Department of Transportation
OEC	Oregon Environmental Council
OEM	Oregon Emergency Management
OERS	Oregon Emergency Response System
OHS	Oil and Hazardous Substances
OPA 90 or OPA	Oil Pollution Act of 1990
OPCEN	Operations Center (USCG)
OR-OSHA	Oregon Occupational Safety and Health Administration
ORS	Oregon Revised Statutes
OSC	On-Scene Coordinator
OSC-R	On-Scene Coordinator Representative
OSC/RPM	On-Scene Coordinator/Remedial Project Manager
OSHA	Occupational Safety and Health Administration
OSHD	Oregon State Health Division
OSLTF	Oil Spill Liability Trust Fund
OSP	Oregon State Police
OSRA	Oil Spill Response Account (Washington)
OSU	Oregon State University
PAO	Public Affairs Officer (USCG)
PHS	Public Health Service (U.S. Federal)
PIAT	Public Information Assist Team (USCG)
PIO	Public Information Officer
POLREP	Pollution Report (Message format)
PP	Potential Pollution Source
PPR	Preliminary Purchase Request (Washington)
PRP	Potentially Responsible Party
PSICC	Puget Sound Interagency Coordination Center
PST	Pacific Strike Team, Novato, California (USCG)
RAT	Radiological Assistance Team
RCP	Regional Contingency Plan
RCRA	Resource Conservation and Recovery Act
RCW	Revised Code of Washington

Northwest Area Contingency Plan

R&D Center	U.S. Coast Guard Research and Development Center
RDA	Resource Damage Assessment (Washington)
RERT	Radiological Emergency Response Team
RFD	Reference Dose
RHMRT	Regional Hazardous Materials Response Team (Oregon)
RNO	Regional News Office
RP	Responsible Party
RPM	Remedial Project Manager
RRC	Regional Response Center
RRT	Regional Response Team
RSEO	Regional Superintendent Emergency Ops (Canada Federal)
RSPA	Research and Special Programs Administration
SAC	Support Agency Coordinator
SAR	Search and Rescue
SARA	Superfund Amendments and Reauthorization Act of 1986
SARSTA	Search and Rescue Station (USCG)
SEPA	State Environmental Policy Act (Washington)
SERC	State Emergency Response Commission
SFM	State Fire Marshall
SI	Site Inspection
SITREP	Situation Report (Message format)
SMC	Search and Rescue Mission Coordinator
SOLV	Stop Oregon Littering and Vandalism (Oregon)
SONS	Spill of National Significance (see IONS)
SOP	Standard Operating Procedure
SOSC	State On-scene Coordinator
SSC	Scientific Support Coordinator (U.S. Federal)
TAP	Trans-Alaskan Pipeline
TAT	Technical Assistance Team (EPA)
TEAP	Transportation Emergency Action Plan
TOSC	Tribal On-Scene Coordinator
USA	U.S. Army
USACE	U.S. Army Corps of Engineers
USAF	U.S. Air Force
USC	U.S. Code (U.S. Federal)
USCG	U.S. Coast Guard
USDA	U.S. Department of Agriculture
USDHHS	U.S. Department of Health and Human Services
USFS	U.S. Forest Service
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
USMC	U.S. Marine Corps
USN	U.S. Navy
USPHS	U.S. Public Health Service
VR	Vulnerable Resources

Northwest Area Contingency Plan

VTSS	Vessel Traffic Service (USCG)
WAC	Washington Administrative Code
WCC	Warning Communications Center (USDOE)
WDEM	Washington Department of Emergency Management
WDF	Washington Department of Fisheries
WDNR	Washington Department of Natural Resources
WDOA	Washington Department of Agriculture
WDOE	Washington Department of Ecology
WDOT	Washington Department of Transportation
WDFW	Washington Department of Fish & Wildlife
WEC	Washington Environmental Council
WISHA	Washington Department of Occupational Safety and Health
WSMC	Washington State Maritime Commission
WSP	Washington State Patrol

9920 Conversion Tables

Refer to the Oil Spill Field Operations Guide (FOG) ICS-OS-420-1 dated June 1996.

9930 Sample Communications

To be developed

9931 Forms

To be developed

9932 Notices

To be developed

9933 Letters

To be developed

9934 Plans

To be developed

9935 Reports

To be developed

Northwest Area Contingency Plan

9940 Bibliography and Additional Resource Documents

The following documents are outstanding reference material that can assist in a response.

9941 Canada-United States Joint Marine Pollution Contingency Plans (CANUS)

The following plans form a part of this plan if the response effort involves Canada. These plans are maintained by the Regional Response Team co-chairs.

9941.1 CANUS/OPS

9941.2 CANUS/WEST

9941.3 CANUS/PAC

9942 North American Emergency Response Guide Book

9950 Recommended ICS Forms

There are several variations of ICS forms available. The Northwest Area Contingency Plan does not endorse any one specific ICS form format. However, ICS forms used should contain the elements of the standard NIIMS ICS forms. These forms are not included in this plan but can be purchased through the National Interagency Fire Center at the following address:

National Interagency Fire Center
Great Basin Cache Supply Office
3833 S. Development Avenue
Boise, ID 83705

Fax: (208)387-5573

Tel: (208)387-5104 (for questions regarding your order)

Requests should be mailed or faxed and include NFES #1322 on your request for the ICS Forms Catalog.